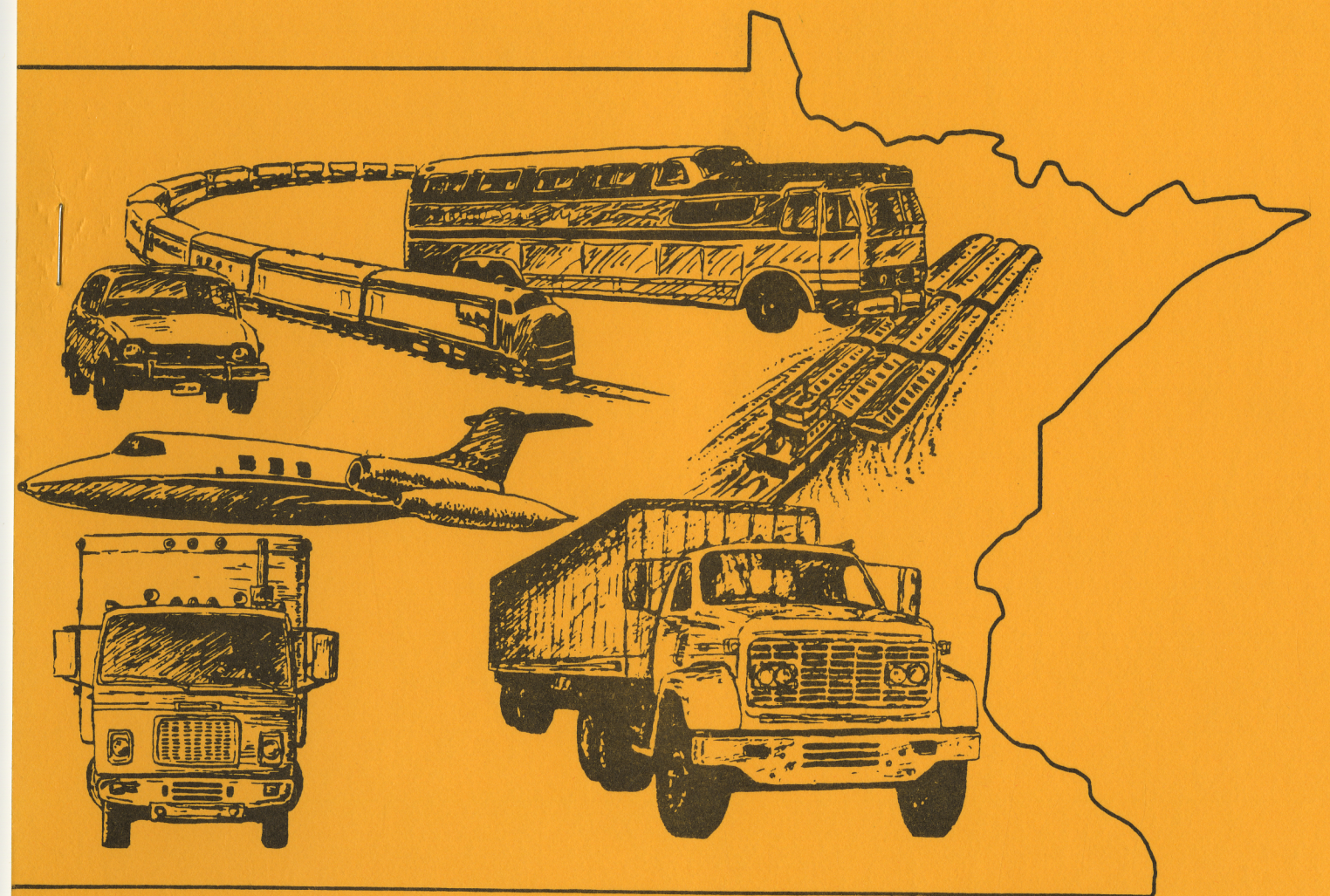


Transportation Analysis

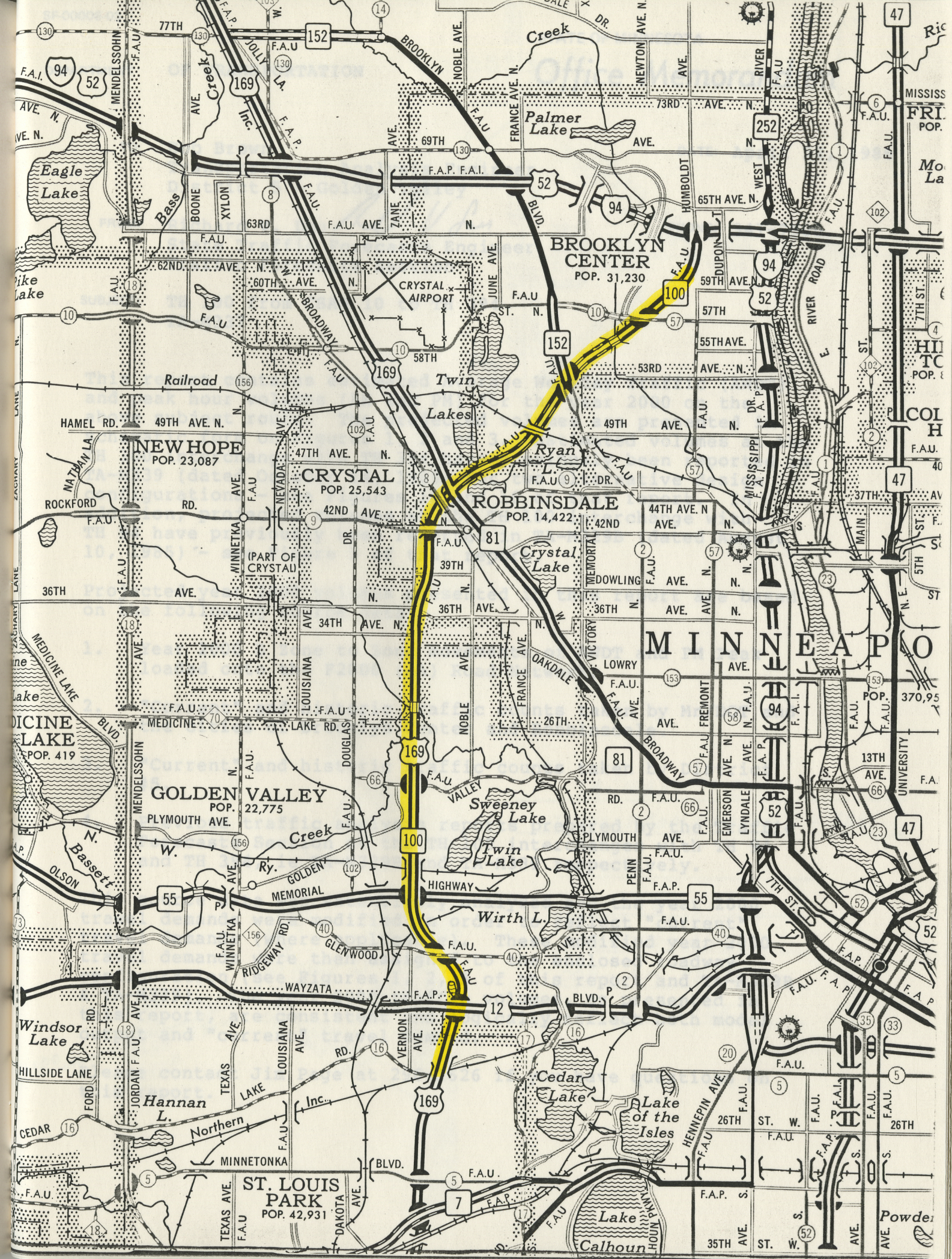
TA-M337

T.H. 100 From C.S.A.H. 10 To T.H. 394



PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC AND COMMODITIES SECTION





DEPARTMENT OF TRANSPORTATION

Office Memorandum

TO: Bob Brown
Transportation Analysis Engineer
District 5 - Golden Valley

DATE: April 22, 1986

FROM: Richard V. Lau *Richard V. Lau*
State Traffic Forecasts Engineer
Traffic Forecasts Section

PHONE: 341-7500

SUBJECT: TH 100 from CSAH 10 to TH 394
TA-M337

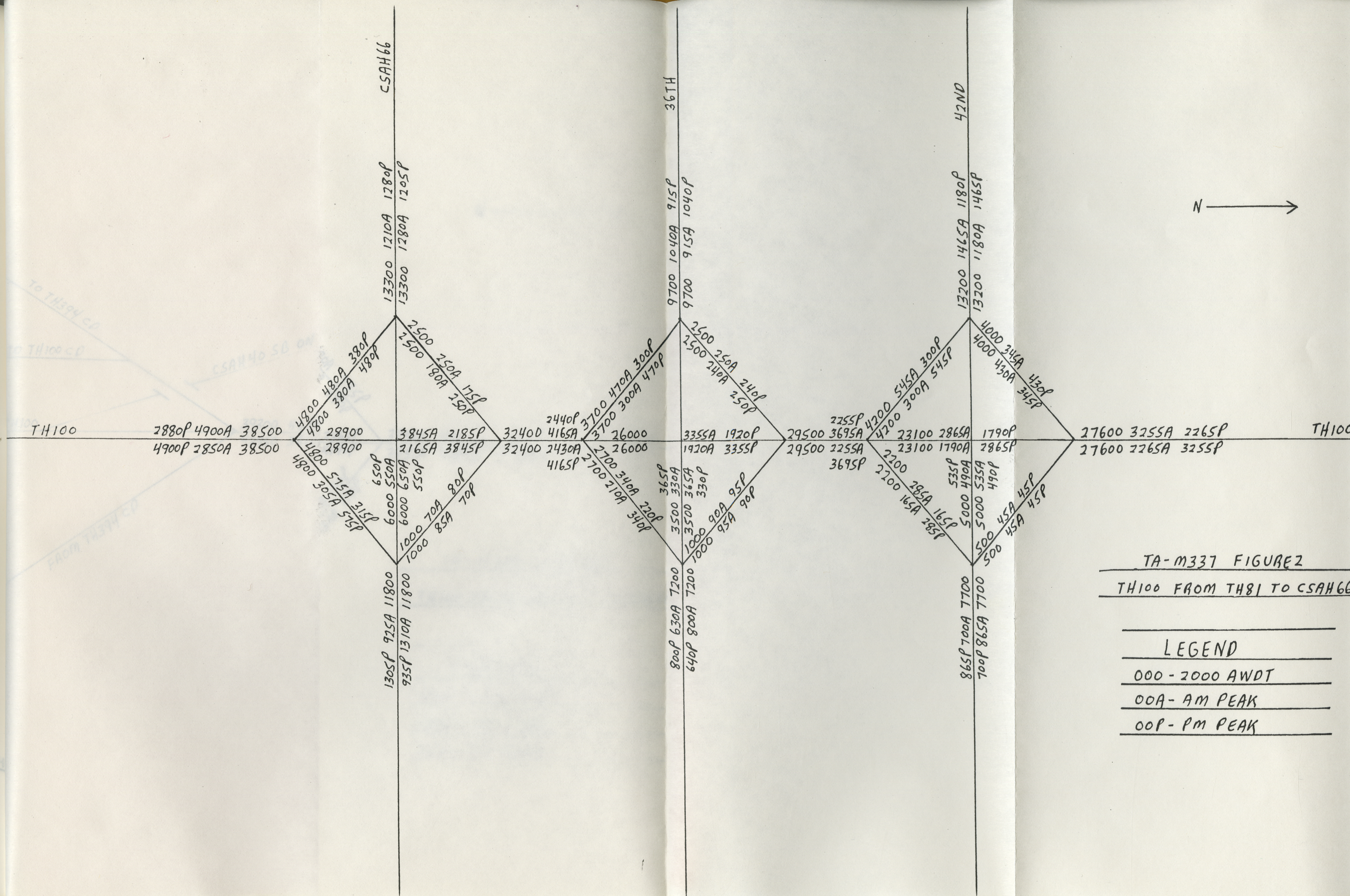
This report contains estimated Average Weekday Traffic (AWDT) and peak hour volumes (AM and PM) for the year 2000 on the above subject route. The projected volumes are presented in schematic form on Figures 1, 2 and 3. Estimated volumes at the TH 100 interchange with TH 394 have previously been reported in TA-M339 (dated October 14, 1985) for two alternative design configurations - see Figures 14 and 16 of that report. In addition, projected volumes at the TH 100 interchange with TH 94 have previously been reported in TA-M329B (dated August 10, 1985) - see Figure 3 of that report.

Projected year 2000 volumes presented in this report are based on the following source data:

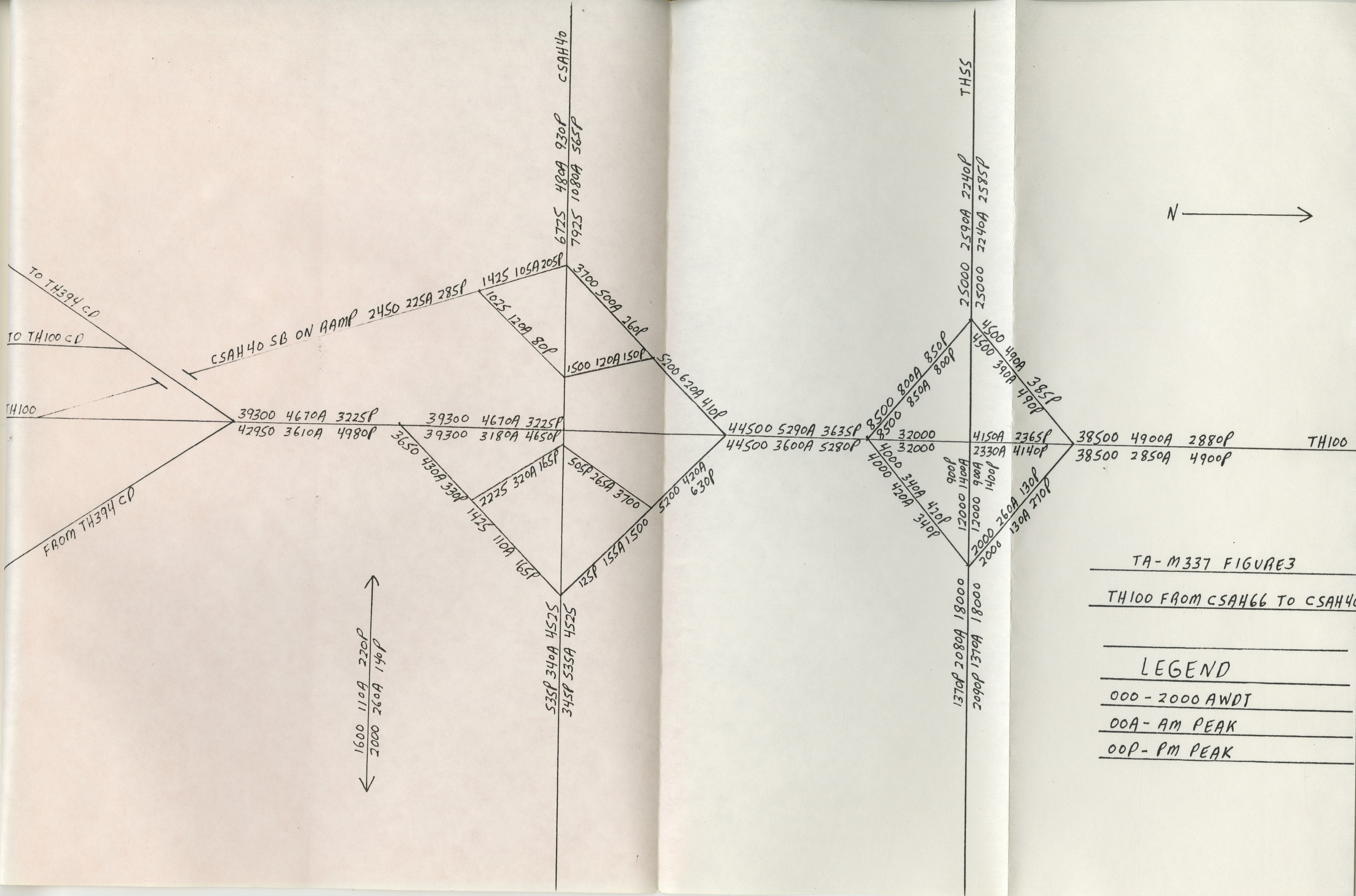
1. Year 2000 B Zone to Zone movements of AWDT and PM Peak loaded onto the F2000 (4A) Road Network.
2. "Current" and historic traffic counts taken by Mn/DOT and the cities of Brooklyn Center and Robbinsdale.
3. "Current" and historic traffic counts taken by District #5.
4. Previous traffic analysis reports prepared by the Traffic Forecasts Section at the TH 100 interchanges with TH 94 and TH 394, ie TA-M329B and TA-M339 respectively.

This source data was extensively analyzed and the year 2000 travel demands were modified in order to reflect "current" travel demands (where applicable). These modified year 2000 travel demands were then assigned to the enclosed roadway configuration (see Figures 1, 2, 3 of this report and TA-M329B & TA-M339). The year 2000 traffic volumes, as presented in this report, are consistent and logically reflect both model output and "current" travel demand.

Please contact Jim Page at 296-1626 if you have questions on this report.



TA-M337 FIGURE 2
TH100 FROM TH81 TO CSAH66



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TA-M337 FIGURE 3

TH100 FROM CSAH66 TO CSAH40